

MARPOL Annex VI Regulation 18.2, as incorporated by reference in 40 C.F.R. § 1043.100, provides that a vessel not in compliance with the fuel oil sulfur standards will:

“(1) present a record of the actions taken to attempt to achieve compliance; and

(2) provide evidence that it attempted to purchase compliant fuel oil in accordance with its voyage plan and, if it was not made available where planned, that attempts were made to locate alternative sources for such fuel oil and that despite best efforts to obtain compliant fuel oil, no such fuel oil was made available for purchase.”

Vessel's Name:

Vessel's Flag:

Identification Number:

(IMO or other)

Voyage Plan

Port of Origin:

Port of Destination:

First U.S. Port of Arrival:

List of all port visits beginning with the Port of Origin and ending at Port of Destination:

1. Port of Origin:

2nd Port Visit:

3rd Port Visit:

4th Port Visit:

5th Port Visit:

6th Port Visit:

7th Port Visit:

8th Port Visit:

9th Port Visit:

10th Port Visit:

(Insert more as needed)

Date and Time Vessel Received Notice it would transit the NA-ECA:

Location of Vessel when notice was received it would transit the NA-ECA:

Date and Time vessel is expected to enter the NA-ECA:

Date and Time vessel is expected to exit the NA-ECA:

Projected number of days the main propulsion engines will be operated in the NA-ECA:

Sulfur Content of Fuel Oil used when entering the NA-ECA:

Sulfur Content of Fuel Oil used while operating in the NA-ECA:

A description of the actions taken to attempt to achieve compliance prior to entering the North American ECA, including a description of the reason why compliant fuel oil was not available (e.g., compliant fuel oil was not available at ports on "interim" basis).
Note: The United States government does not consider the cost of compliant fuel oil to be a valid basis for claiming the non-compliance.
the dates on which the contact was made.

Text Here: Subject vessel was acquired from previous owners on the 9th of October 2014. At the time of delivery the Mod immediately proceeded with all the actions in order to obtain Class approval for the operating of the vessel at Low Sulphur <0.1%.

-Purchased of pending equipment .

-Obtain Class approval for the installation of all equipment of piping/pumps.

-Dispatch our team onboard for installation of above equipment.

The installation was completed in December 2014 and service engineer was requested for attending at vessel's waiting and advised that attendance can be done prior to the beginning of January 2015.

In view of the above we kindly request for a 10 days grace period to be provided which will allow us to test and certify the s

In cases of fuel oil supply disruption, the name of the port at which the vessel was scheduled to receive compliant fuel oil oil.

Enter Text Here: THIS SECTION IS NOT APPLICABLE TO OUR CASE, AS VESSEL HAS SUFFICIENT LOW SULPHUR <0.1% ON BOA
MODIFICATION.
PLEASE REFER TO NEXT SECTION.

If applicable, identify and describe any operational constraints that prevented you from using available compliant fuel oil, fo
are taking, to resolve these operational constraints that will allow you to use all commercially available residual fuel oil blen

Enter Text Here:

PLEASE NOTE FOLLOWING CLARIFICATION:

THE VESSEL HAS ONBOARD SUFFICIENT QUANTITY OF THE APPROPRIATE LOW SULHUR MGO OF <01% . HOWEVER, SHE CAI
PLEASE NOTE THAT VESSEL WILL BE IF FULL COMPLIANCE WHEN TRADING WITHIN THE NA-ECA ZONE . THE ONLY PROBLEM
TO DISCHARGE THE CARGO AT THE PORT OF DESINATION (TEXAS CITY OR HOUSTON-TO BE CONFIRMED) PRIOR TO COMPLE
STEPS TAKEN:

PLEASE REFER TO SECTION (1) . ALSO PLEASE NOTE THAT TECHNICIANS FROM DENMARK OF BOILERS MAKERS, HAVE ALREA
DURATION OF MODIFICATION IS ABOUT 3 DAYS.

CLASS SURVEYOR IS ALSO ARRANGED FOR CERTIFICATION OF COMPLIANCE.

If applicable, identify and describe any operational constraints that prevented you from using available compliant fuel oil, for what you are taking, to resolve these operational constraints that will allow you to use all commercially available residual fuel oil blends.

Enter Text Here: PLEASE NOTE FOLLOWING CLARIFICATION:

THE VESSEL HAS ONBOARD SUFFICIENT QUANTITY OF THE APPROPRIATE LOW SULPHUR MGO OF <0.1% . HOWEVER, SHE CAN NOT COMPLY WITH THE NA-ECA ZONE . PLEASE NOTE THAT VESSEL WILL BE IF FULL COMPLIANCE WHEN TRADING WITHIN THE NA-ECA ZONE . THE ONLY PROBLEM TO DISCHARGE THE CARGO AT THE PORT OF DESTINATION (TEXAS CITY OR HOUSTON-TO BE CONFIRMED) PRIOR TO COMPLETION OF THE FOLLOWING STEPS TAKEN:

PLEASE REFER TO SECTION (1) . ALSO PLEASE NOTE THAT TECHNICIANS FROM DENMARK OF BOILERS MAKERS, HAVE ALREADY COMPLETED THE MODIFICATION DURATION OF MODIFICATION IS ABOUT 3 DAYS.

CLASS SURVEYOR IS ALSO ARRANGED FOR CERTIFICATION OF COMPLIANCE.

Describe the availability of compliant fuel oil at the first port-of-call in the United States, and your plans to obtain that fuel oil.

Enter Text Here: THIS SECTION IS NOT APPLICABLE TO THIS CASE AS VESSEL HAS ALREADY SUFFICIENT LOW SULPHUR 0.1% FUEL OIL ON BOARD.

If compliant fuel oil is not available at the first port-of-call in the United States, describe the lowest sulfur content of available States.

Enter Text Here:

DUE TO BOILER MODIFICATION DELAY, PLEASE NOTE THAT VESSEL WILL CONSUME FOLLOWING GRADES FROM ENTERING NA-ECA ZONE (JAN.12,2015) UNTILL COMPLETION OF DISCHARGE AT TEXAS CITY (JANUARY 16,2015):

- 1.) LOW SULPHUR GASOIL OF <0.1% FOR MAIN ENGINES WHEN NAVIGATING THE NA-ECA ZONE.
- 2.) LOW SULHUR FUEL OIL OF <1% , FOR DISCHARGE ONLY AT TEXAS CITY OR HOUSTON.

If the vessel has operated in the North American ECA in the prior 12 months, provide the names of all U.S. ports visited, the

Enter Text Here:

SAOUTH SABINE	DELIVERY	OCT.10,2014
GALVESTON-TRANSHIPMENT AREA	OCT.15-16 , 2014 - LOAD	
PORT NECHES	OCT.17-29, 2014 - DISCHARGE.	
HOUSTON	NOV.23-27.2014 - DISCHARGE	
GALVESTON ANCHORAGE	NOV.27-DEC.4,2014 - BOILERS MODIFICATIONS.	
TEXAS CITY	ETA JAN.13 - 16, 2015 - DISCHARGE.	

DURING ALL ABOVE PERIOD VESSEL WAS BURNING THE APPROPRIATE LOW SULPHUR FUEL OIL OF <1%.

If the vessel or owner/operator has submitted a Fuel Oil Non-Availability Report to the United States government in the past, provide details on the dates and ports previously visited while using non-compliant fuel oil.

Enter Text Here: NO. THIS IS THE FIRST TIME.

Provide all relevant contact information, including the ship master, ship operator, legal agent in the United States, ship owner, or other person authorized to answer additional questions relating to claims of fuel oil unavailability and his or her full contact information.

Enter Text Here:

SHIP	OLYMPIC SEA - IMO NR.:9489285
OPEARTORS	SPRINGFIELD SHIPPING CO.PANAMA SA (BRANCH IN GREECE) TEL.: 0030 210 9498201 FAX.:0030 210 9498188 EM : OPERATION@OLYSHIP.COM
AGENTS	MARITIME ENDEAVORS SHIPPING - HOUSTON e-mail: OPS-TEXAS@MESCLTD.COM

Fuel Oil Non-Availability Report

North American Emmissions Control Area (NA-ECA)

OLYMPIC SEA
GREEK
9489285

(Note: This plan should reflect what is in effect at the time
of the vessel's entry into the North American ECA)

CAYO ARCAS/EAST COAST MEXICO
TEXAS CITY, TXS
TEXAS CITY, TXS

GALVESTON ANCHORAGE
CAYO ARCAS
TEXAS CITY

3-Jan-15
GALVESTON LIGHTERING AREA

13-Jan-15
15-Jan-15
2

0.01%
0.01%

Description of all attempts that were made to locate alternative sources of compliant fuel oil, and a
ended voyage;" fuel oil supply disruptions at port; etc.
-availability of compliant fuel oil). Include names and addresses of the fuel oil suppliers contacted and

ification of the Boiler for burning low sulphur (0.1%) marine gas oil was not carried out. Since then we
s soonest possible but in any case before the end of December 2014. Actions taken:

anchorage on 18th of December 2014, Unfortunately and despite our efforts the Boiler manufacturers
ship accordingly.

and the name of the fuel oil supplier that is now reporting the non-availability of compliant fuel

RD, BUT CANNOT BURN IT FOR DISCHARGE THE CARGO PRIOR COMPLETION OF THE BOILER

or example with respect to viscosity or other fuel oil parameters. Specify steps you have taken, or
ds.

N NOT USE THIS PRODUCT PRIOR TO COMPLETION OF BOILERS MODIFICATION.

I IS THAT SHE CAN NOT USE THE LOW SULPHUR PRODUCT (ALREADY ONBOARD) FOR THE BOILERS
TION OF MODIFICATION OF THE BOILER.

DY BEEN ARRANGED TO ATTEND VESSEL AFTER DISCHARGE AT TEXAS CITY.

for example with respect to viscosity or other fuel oil parameters. Specify steps you have taken, or
steps.

DON NOT USE THIS PRODUCT PRIOR TO COMPLETION OF BOILERS MODIFICATION.
IT IS THAT SHE CAN NOT USE THE LOW SULPHUR PRODUCT (ALREADY ONBOARD) FOR THE BOILERS
MODIFICATION OF MODIFICATION OF THE BOILER.

WHICH HAVE BEEN ARRANGED TO ATTEND VESSEL AFTER DISCHARGE AT TEXAS CITY.

oil.

100% QUANTITY ONBOARD TO COMPLETE THE VOYAGE .

le fuel oil, or the lowest sulfur content of available fuel oil at the next port-of-call in the United

dates of the port calls, and whether the vessel used compliant fuel oil.

vious 12 months, identify the number of Fuel- Oil Non-Availability Reports previously submitted,

er, and any related parent companies. Also include a designated corporate official who is

The United States government will consider the information submitted in a Fuel Oil Non- Availability Report to be reliable or following affirmation:

"I certify under penalty of law that the statements and information made herein are, to the best of my knowledge and belief, true and correct. I understand that anyone who furnishes false or misleading information on this report or who omits material or information requested on the report may be subject to criminal sanctions (including fines and imprisonment) and/or civil sanctions (18 U.S.C. § 1001)."

Signed:

***CAPT.D.SIGANAKIS/ OPERATIONS MANAGER
Authorized Company Representative***

This completed and signed report should be sent to:

1. In the United States by email to:

2. To the vessel's Flag State Administrator

only if the report is signed by an authorized representative of your company and contains the

information is true and complete. I am aware that there are significant penalties for knowingly submitting

marine-eca@epa.gov